

## Meeting Minutes

**Meeting Date:** February 13, 2003      **Project Number:** 9124.04

**Location:** Hooksett Public Library  
Hooksett, NH

**Re:** **Second Public Meeting for the  
Salem to Concord Bikeway Feasibility Study**

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### Meeting Summary

The second of four public meetings to be held on the Salem to Concord Bikeway Feasibility Study was held at the Hooksett Public Library on February 13, 2003 between 7:00 and 10:00 p.m. The meetings were held to present to the public the three options currently under consideration for the Salem to Concord Bikeway. The meeting began with a welcome by Ram Maddali, NHDOT. Ram also discussed the purpose of the project and the study process. Bill Cass, NHDOT presented the I-93 bike path option, Domenic Ciavarrro, Rizzo Associates presented the roadway option and Paul Smith presented the rail to trail option.

The following summarizes the issues and concerns raised by the public after hearing the presentations.

- Can the funding provided in the I-93 project for the bike path be used for other options such as the rail to trail? Possibility - unknown for sure at this time. Looking at definition of corridor, ie how far from actual I-93 alignment will be considered within the scope of the project and eligible for funding.
- How can we sell the path? It should be fun, beautiful and not paved (to provide a challenge). Additional rail ROW could be developed by others for a linear park (mentioned by Paul Smith).

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A TETRA TECH COMPANY

One Grant Street  
Framingham, MA 01701-9005  
(508) 903-2000  
(508) 903-2001 *fax*  
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- What is the time frame for the project? We need to let communities know what the preferred alternative is so that they can make choices regarding land use with the trail in mind.
- Hooksett Heritage Trail is being planned by the Town of Hooksett. Town owned parcels along the trail have been granted easements. Owners of privately held parcels will be approached for easements. A plan of the proposed trail was given to Rizzo Associates.
- River Road in Hooksett, on the west side of the river near Southern New Hampshire University, is a possibility for an on road option. Rizzo Associates to look at this option. Connections with NH Rte. 3A are of concern. The town (Heritage Trail organization) wants to have the use of the old highway bridge to cross the river in Hooksett considered.
- We need to discuss the rail with trail option with Gilford. Insurance company's concerns and in addition to the usual issues security may be a problem.
- The Boston – Montreal High Speed Rail Corridor is currently being studied by Parson Brinkerhof. The proposed trail within the Manchester/Lawrence ROW is not within the high speed rail corridor. However the section from Manchester to Hooksett for this project is adjacent to the proposed trail in some areas. What would be a safe set back for the trail? This may vary dependent on the level of use and speeds of the trains.
- Pembroke has been purchasing ROW along the east side of the Merrimack River for a trail. They want to help in any way they can.
- Rail Option advantages/disadvantages
  - + higher use than other options
  - + connections to park and ride facilities provided
  - + good connections to local roadway
  - + mitigates vehicle trips
  - + increased property values
  - + easy gradient
  - + less expensive alternative
  - +CMAQ has funding for about 3,000 feet.

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- I-93 Option advantages/disadvantages
  - + offset 30 feet from main line
  - + sound barriers in many areas between main line and bike path
  - – noise may still be a problem
  - – not a family facility
  - – 5 percent grade is a lot for non advanced cyclists, length of grade(s) may be an issue
  - + funding is available
- On Road Option advantages/disadvantages
  - – will serve only experienced riders
  - – many dangerous intersections with roads and driveways
  - – expensive to add shoulders/bike lanes
  - – grades are difficult for all but the best riders
  - – no one uses the roads now, who would in the future

*Notes prepared by NBD*

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